"MIAMI – NASSAU – KEY WEST – HAVANA."

EAST COAST OF FLORIDA

HOTEL LIST AND INFORMATION FOLDER

PUBLISHED BY

Florida East Coast Railway.

J. D. RAHNER, Assistant General Passenger Agent,

J. R. PARROTT, Vice-President and General Manager,

J. P. BECKWITH, Traffic Manager,

St. Augustine, Fla.

THE MATTHEWS-NORTHRUP CO., BUFFALO, N. Y.

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Fort Pierce
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Palm Beach
Miami
Key West
STRAITS OF FLORIDA
Havana
ATLANTIC OCEAN
FLORIDA KEYS
Florida Bay
The Everglades
BAHAMAS

The East Coast of Florida.

FLORIDA has been a health resort so far back as Ponce de Leon's time, at least. Broken down physically, and with age creeping on apace, that famed Spanish cavalier set out in search of the "Fountain of Youth." Landing on the East Coast of Florida, within sight of St. Augustine, his first exclamation was: "'Tis the Land of Flowers." Had Ponce de Leon been less romantic, and not quite so much absorbed in the mythical notion that a fountain of perpetual youth existed, he would have been content to linger. The balmy, health-giving climate of the East Coast would have restored his health and revived his youth as speedily as would the spring of fancy. But he was bent upon discovery — passed on after the will-o'-the-wisp, received a mortal wound from an Indian's arrow, and found his grave on the Island of Cuba.

The American people of to-day come to Florida with a more tangible purpose than did Ponce de Leon. There is no romance attached to their annual pilgrimages. They come to obtain what is known to exist: health, comfort and pleasure.

THE COCOANUT TREE.

With the first intimation of bleak and treacherous weather in the Northern States, both east and west, those who can spare the time and means turn with longing gaze toward the Southland. They have been doing so for decades; but not until within the past ten years or so did they come in numbers sufficient to attract the attention of capital to an opportunity for possible profit in the establishment of modern railway conveniences and up-to-date hotel accommodations. An ideal climate, a charming country, novel and unsurpassed in natural beauty, abundant opportunity for all kinds of outdoor sport and recreation, had already been endowed by Nature to the East Coast of Florida. In fact, a foundation existed upon which to build a Utopia of the like of which man had never dreamed.

The development of the Florida East Coast Railway and the East Coast hotel system was rapid; advancing from point to point down the beautiful Florida East Coast went the chain of hotels and the railroad, until Miami, on Biscayne Bay, was reached. Then the hotel interests jumped 175 miles across the southern waters to Nassau on the island of New Providence of

the Bahama group, and along with it went the Miami and Nassau Steamship Line.

The latest addition to this system of magnificent hotels, the tenth in number, is the Colonial, at Nassau, which opened with the beginning of the year 1900. During the summer of 1899 one hundred rooms, with an equal number of baths, were added to the Hotel Royal Poinciana, at Palm Beach, and the size of the Hotel Ormond, at Ormond, was increased to about the same extent and otherwise improved. One hundred bath rooms were fitted into the Ponce de Leon, and some kind of improvement made in all the hotels of the system. But even with these extensions and improvements, it was seen that still further augmentation of the accommodations at Palm Beach was necessary. Alive to the situation, and with the desire to forestall the demands of the traveling public, the past summer was spent in doubling the capacity of The Breakers (formerly The Inn). Last winter, for weeks at a time, some of the largest hotels were not equal to the demands made upon them.

And so it is, that what was but a few years ago an insignificant travel, composed for the most part of persons suffering from ill-

PONCE DE LEON, ST. AUGUSTINE.

ness, has developed into a tremendous stream of tourists in search of recreation and health. The transportation facilities have kept well in advance of the ever-increasing popularity of the East Coast of Florida, as well as keeping in touch with all Northern connections. The Florida East Coast Railway and its steamship connections stand ready this season to provide patrons with every facility and all the luxuries known to travel.

Improvements in railroad connections in the South make it possible for tourists leaving any of the large cities of the North to travel without change of cars direct to Miami, the southernmost railroad terminus in the United States. Pullman coaches run from New York to Miami, where direct connection is made with steamship lines for Nassau, Key West and Havana.

During the past two winters sleeping-car trains were operated between Jacksonville and Miami the entire length of the line. These were the finest vestibuled sleeping-car trains in the United States. The coaches were built especially for the service, and no money was spared in providing, in every conceivable way, for the comfort of passengers. In consequence, these trains were popular from the opening until the close of the season. It will be a feature again this year.

Solid parlor-car trains were also operated last winter. This service will be continued this season, but will be more conve-

nient. All the coaches will be provided with the latest pattern of vestibules, so that passengers may go from coach to coach without inconvenience.

BY WAY OF AMUSEMENT.

Methods by which tourists obtain recreation and amusement seem to vary with each recurring year. When Florida was more of an invalids' resort, sailing and fishing apparently satis-

CORDOVA, ST. AUGUSTINE.

fied all. Tourists followed the invalids, and soon outnumbered them. Other occupations in the line of sports were demanded, and for several years tennis was the fad, and the game was played by champions of the United States on all the courts along the Florida East Coast. Bicycling followed, but this was not a whim of season; it came to stay. Those interested in the development of the East Coast resorts were quick to see that wheeling was destined to become a popular and lasting recreation, and ample provision was made for its full enjoyment by winter visitors. Money was spent without stint in and around St. Augustine, Ormond, Daytona, Rockledge, Palm Beach, Miami and other lesser resorts, and all visitors are advised to include their bicycles in their luggage.

A bicycle ride in the winter time over the picturesque roads, paths and trails adjacent to the East Coast resorts will prove to be a most delightful and thoroughly popular occupation. Year after year it has become more and more the fad, until now it forms one of the chief features of amusement. All the bicycle roads along the East Coast are attractive and romantic. The bed is composed chiefly of crushed shell or coralline rock. The paths wend their way through the most enchanting scenery, frequently taking the rider through groves of oranges, lemons and other tropical and semi-tropical fruit, and shade trees. These roads are in the vicinity of the ocean or rivers of the East Coast, and there is always a pleasant breeze.

The beach rides along the East Coast cannot be equaled anywhere in the world, particularly those in the vicinity of St. Augustine, Ormond and Daytona. The cyclist can ride for miles and miles upon a wide, smooth and hard beach, on which there is no break. Should the wind prove too strong, there are numerous inland trails that can be taken. There are no hills to climb; in fact, nothing exists to interfere with unalloyed pleasure of a journey awheel. During the winter months the weather is perfect nearly all the time for wheeling. The days are bright and temperate, and the nights, particularly when the moon is shining, cannot be excelled on earth. For a moonlight ride, both beach and country roads are popular; and at all the resorts evening bicycle parties are given throughout the season. One who

has enjoyed a moonlight ride along the East Coast of Florida in midwinter never refuses a second invitation.

The hotels of the Florida East Coast System are all provided with bicycle liveries of up-to-date wheels, and charges are reasonable.

GOLF LINKS EVERYWHERE.

The latest and most popular of out-door sport to find a home at the Florida East Coast resorts was the ancient and royal game of Golf. As to this exhilarating and health giving recreation the wishes of tourists were anticipated, for in 1897 links were laid out at St. Augustine, Palm Beach and Ormond. One year later, links were added to the attractions of Miami and Nassau. Thousands of dollars were spent in making this system of links the best in the South, and the venture has proved a tremendous success. The series of tournaments held last winter were well attended, and at some of the events there were as many as eighty entries for the preliminary rounds. In the annual games that followed on the Northern links in the spring the advantage of the winter's play proved wonderfully effective. Several of the crack players — going from the Florida East Coast links to the spring meetings — were in such good form, that it proved, in several cases, an easy task for them to carry off prizes from the celebrated players and strong favorites.

The same careful attention and liberality in the matter of first-class and well-kept links, and numerous and elegant prizes, will obtain this season as prevailed last winter. It is a foregone conclusion that the Florida East Coast resorts will be the rendezvous all the winter through for practically all the leading golfers of the United States, and play will be continuous from the first to the last of the season. Should a visitor wish to remain but one day at the resort at which links have been established he can obtain a membership card for that day. Should he hold card for a longer period, the card obtained at one place is good for membership on each and all of the links under the control of the Florida East Coast Hotel Co. A lover of golf can land at the station with his clubs and start play half an hour afterward if he choses.

The golf season in St. Augustine is longer than at any other resort on the East Coast. It begins with the opening of the Hotel Alcazar, on the first of November, and continues until May. At other places the links open with the hotels.

THE GATEWAY TO FLORIDA.

With the East Coast of Florida as their destination, tourists do not seek information of a descriptive character of localities north of Jacksonville. At that point they first realize that they are within the limits of the Land of Flowers, and while their stay in the metropolis may be a question of only a few hours, they are naturally keen for information.

Jacksonville is the eastern and most important gateway to Florida. A few years ago it was more of a tourist resort than it is to-day, for the reason that conveniences now existing along the East Coast of Florida were then unknown. The rapid advancement of the city in a commercial way, and its many modern improvements, indicate a condition of prosperity, not only in the metropolis but throughout the State. Tourists of not more than five years ago can recall its block-paved streets and thoroughfares that were not paved at all; its mule cars; its gas light; its scattered railway terminals, and a general appearance of inactivity. The Jacksonville of to-day is wonderful in contrast, presenting a scene of commercial progress and activity that is refreshing. The city boasts a population of nearly 30,000. It has its own waterworks and electric-light plant; it operates its street railways by electricity; it has miles upon miles of brick-paved streets and shelled roads. Its residence portion, particularly that along the water front east and west of the city,

has developed rapidly, indicating a prosperity in which residents have faith and confidence.

Since the completion of the spacious terminal station all the railroads of Florida and those entering from the North and West center at one place, and travel to any point is easy and convenient. The running of through trains from the North and West to all points in the State places Jacksonville on a level with all other resorts in Florida. The through vestibuled special and limited trains stop at Jacksonville long enough only to discharge and embark passengers and then speed on to their destination. The custom of spending the season in and about the city, however, has passed. There are so many other places in the State that are new and attractive, that, after a short stay in the metropolis, tourists, who are always keen for something

ALCAZAR, ST. AUGUSTINE.

new, start off again, the greater percentage seeking the new delights that the resorts of the East Coast afford.

ST. AUGUSTINE.

Thirty-seven miles south of Jacksonville, on the Florida East Coast Railway, is situated America's oldest town and most popular winter resort. So many thousands of tourists have visited what is conceded to be the most attractive city in the South that its fame is not confined to the United States, but has spread all over the world. St. Augustine is separated from the Atlantic Ocean by Anastasia Island, a picturesque strip of land that figured prominently in early history. The island is connected with the city by a substantial drawbridge over the Mantanzas River, which, in front of the city, is nearly one mile wide. This body of water, practically an arm of the sea, bounds St. Augustine on the east and south. The San Sebastian River runs along its western border, making the city a peninsula almost completely surrounded by water. The population of St. Augustine does not exceed 6,000 in the summer, but in the winter the resident population is increased to nearly double that number by the thousands of tourists who fill cottages, hotels, boarding-houses and family homes, some coming as early as the first of October and remaining until the end of May. The fall and spring months along the Florida East Coast are among the most pleasant of the year.

Scenes in and about St. Augustine are full of novelty and interest. On entering the town, everything in sight indicates modern ideas. At the up-to-date railway station, opening into

CITY GATES, ST. AUGUSTINE.

a park, with asphalt driveways, the visitor has the pick of a line of fine carriages and omnibusses for the short journey from the train to the hotel of his choice. All of the principal streets are paved either with asphalt or vitrified brick. Of modern St. Augustine, the hotels Ponce de Leon, Alcazar and Cordova, and the Casino, with their magnificent courts, lawns and gardens, are the chief attractions. The buildings are constructed of solid concrete, which are becoming more subdued in coloring, and impressive and imposing with age. The substantial walls, columns, loggias and porticos are now vine-clad, reaching in places to the terra cotta roof trimmings. Time adds to the endurance of these buildings, and the walls will be as massive and enduring centuries hence as they are to-day. The architecture of these structures is full of interest, speaking of times long since gone into ancient history in a country far remote from this. The interior decorations and furnishings are grand and elaborate to such an extent as to be practically beyond description.

The courts of the Ponce de Leon, Alcazar and Casino, and the lawns and gardens outside the buildings, are filled with rare tropical and semi-tropical flowers, vines, shrubs, palms and trees, with ornamental fountains constantly spouting sparkling sprays of water through the shrubbery. Probably, the best effect is had at night, when the courts are illuminated with countless incandescent lights from below and by the soft rays of a tropical moon from above. Add to this scene hundreds of handsomely-gowned women promenading about, in delightful conversation, with gallant escorts, and nothing is left to be desired, save music, which is wafted into every corner of the courts by the hotel orchestras stationed behind the foliage in the loggias. No wonder so many romantic affairs of love reach such a blissful climax amid such surroundings, for Cupid is in hiding, shooting his darts from every nook and corner.

Should a little more life and gaiety be desired, it is but a few steps to the Casino, where the band plays morning and night; where bathing is indulged in day and night, and where dancing is enjoyed in the spacious ball-room above.

The Russian and Turkish baths in the Casino are as well equipped as any in the United States. To these have been added hot, medico-therapeutic, electric and sulphur baths, all under the direction of an eminent physician, well versed in this department of his profession. The sulphur water procured here is from driven wells, and in analysis is similar to that of the hot springs of Arkansas and other localities north of Florida that are celebrated for their great medicinal properties, particularly as a cure for rheumatism, gout, liver and kidney complaints. The sulphur well that supplies the several departments in the Casino

flows from a depth of about 2,000 feet and rises to the surface at a temperature of about seventy eight degrees. It is most healthful for either drinking or bathing purposes, effecting wonderful cures of complaints above enumerated. Patients taking the regular course of baths are constantly under the care of the physician in charge. The baths department in the Casino is not only complete in every detail but is magnificent in construction and appointment, and the attendants, both men and women, are from the best and most celebrated baths in the country.

The hotels Ponce de Leon, Alcazar, Cordova and the Casino are all within a stone's throw of each other—just across the Alameda. There are scores of other hotels and boarding houses scattered through the city, but none so magnificent and brilliant as the group of Moorish buildings referred to. With all their fascinating inducements one is tempted to forego the pleasure of an inspection of "Ye Ancient Citie," but it would be a great mistake to fail to take a pilgrimage through its old and narrow streets, where residents can almost shake hands with each other from their overhanging balconies. These streets are traversed from the great hotels to the old City Gates and Fort Marion.

Work on this old fort was begun more than three centuries ago. It is constructed of blocks of coquina, and is divided into numerous casemates, parapets, bastions, terreplein and towers. But what is more interesting are a series of dungeons behind the casemates. The latter open into a large court enclosed by the four walls of the fort, but the dungeons are far back and down in the massive structure where the light of day never penetrates. Ordnance-Sergeant Brown, U. S. A., who has been in charge of the fort for many years, has made a careful study of the fort, resulting in not a few important and interesting discoveries: such as secret passages, wells, quicksand traps for the disposition of bodies secretly executed, torture racks, and remains of iron crosses and cages, on and in which prisoners were confined, all the evidences of Spanish cruelty. A day devoted to an exploration of Fort Marion is well spent.

The old City Gates and adjoining walls are believed to antedate Fort Marion. Both formed a part of the defenses of the city. Block houses, coquina walls and hedges of Spanish bayo-

A BIT OF THE SEA WALL AT ST. AUGUSTINE.

net hemmed in the city on all sides, and in its day St. Augustine was one of the best fortified cities in the possession of Spain.

The sea wall, built by the United States Government, runs around the fort and along the entire bay front of the city to St. Francis Barracks. From this popular promenade the visitor can see many things of interest, including the old museum, the narrowest street in the city, the old Cathedral, the slave market, the plaza and many other old landmarks. Across the bay is Anastasia Island, an ideal place for a carriage or bicycle ride through the woods and coquina quarries, and on a stretch of beach twenty miles long, and perhaps the finest of the East Coast region. There are several resorts on the island, reached by the St. Augustine & South Beach Railway. Trains run every hour.

Of sport, there is an abundance in and about the city. The golf links of the Country Club are within the city limits, and can be reached within a few minutes from any of the principal hotels. The Country-Club course consists of nine holes, beautifully located in the southern part of the city. The club house is provided with plenty of lockers, and one can have a game any time of the day during the season, which opens in November and continues until May. Along the Florida East Coast, and at Nassau, the weather is always right for golf during the winter months, and this good old game has become the chief of all outdoor sport.

At the Country-Club grounds, which are enclosed, there are traps for clay-bird shooting, a track for bicycle riding, a course for horse racing, and a baseball diamond, and spacious grand stand.

Carriage drives and bicycle paths about St. Augustine have been greatly improved during the past summer, and now extend in all directions.

While there are hotels at nearly all the resorts along the East Coast that require full rates for all the conveniences, comforts and luxuries that they supply, there are plenty that are less pretentious, where rates come within the reach of tourists of limited means. The range in prices is large, and accommodations can be had in nearly all the resorts for $8 and $10 a week and upward. The East Coast of Florida is a resort for rich and poor — those in sickness and in health; sedate and gay, and the old and young.

HUNTING AND FISHING.

Hunting about St. Augustine, and at points all along the Florida East Coast, is good. Quail, pigeon, snipe and small game is abundant near all the resorts, but larger game is more shy, and must be looked for in localities less thickly settled. Snipe are found all along the coast, but are more plentiful south of New Smyrna. Water and shore birds, such as duck, plover, curlew, blue and white heron and crane, are found everywhere. Deer and wild turkey are numerous a short distance from the towns and settlements, the favorite resort of the deer being in the flatwoods and where young and tender vegetation is plentiful. Frequently, the engineers on the Florida East Coast Railway run races with deer, and recently an engineer ran down a graceful doe half way between Jacksonville and St. Augustine. The race lasted nearly two miles, when the deer, in attempting to cross the track, was struck by the pilot. The engineer, perhaps, violated the rules, but he stopped his train long enough to secure his prize.

Bear, wild cat, wild hog, panther and alligator are not so plentiful, but guides know their haunts, and find them frequently within a few miles of the settlements along the lower East Coast. If hunters have time to penetrate the fringe of woodland skirting the Everglades on the east, they will have no trouble in catching up with large game.

Florida is one of the most celebrated States in the Union for fishing as well as hunting, and no part of the State can equal the East Coast, particularly the lower section. Tarpon feed as far north as St. Augustine, but are only taken in large numbers from the St. Lucie River, near Fort Pierce, Palm Beach, or Lake Worth Inlet, and the inlets to Biscayne Bay. These waters are simply arms of the sea. They are warm, and Tarpon and many other species of large fish come inside to feed. King fish, jew fish, often weighing from two to three hundred pounds, sword fish, and many other varieties of the finny tribe, are abundant about Jupiter Light and southward through the Florida Keys. Salt-water trout are taken with rod and reel in large numbers from all the rivers and tributaries, including the Matanzas, San Sebastian, Halifax, Hillsborough, Indian rivers, and the many other inland watercourses all along the East Coast country.

Sheepshead, whiting, and a great variety of pan fish, are caught from bridges, piers, docks and rowboats all along the coast. Other varieties of fish that are plentiful in season are drum, black fish, flounder, red snapper, black grouper, blue fish, mangrove snapper, sailor's choice, yellow-tail bone fish, mutton fish, Spanish mackerel and grunt. They are caught all the way from St. Augustine to Key West. In and about the waters of Nassau Bahamas, the variety of fish, both large and small, is even more numerous.

The fish of commerce are the mullet, mackerel, cavalla, and a few other varieties. Nothing is more interesting to a tourist than a day's outing with a crew of professional fishermen.

For East Coast hook and line fishing, the proper bait is shrimp, minnows, small clams, crabs, fiddlers, and cut bait of all kinds. The king fish, which affords great sport for deep-sea fishermen, will take almost anything. The bait commonly used is small mullet or a piece of block tin moulded into the shape of a small fish. Crawfish is also a choice cut bait. Masters of sailboats and guides can always be relied upon to secure the best kind of bait. They are always interested in a day's catch, and do all they can to make it as large as possible.

The largest catch on record is placed to the credit of Palm Beach, where, on Friday, March 29, 1895, a party of fishermen caught 133 king fish, weighing 2,102 pounds.

Fishing, hunting and sailing in the vicinity of St. Augustine is good all through the season. Fish are taken from the bridges and docks in front of the city and from the jetties and small boats off Anastasia Island. Shark fishing is one of the exciting pastimes, and boatmen will guarantee the landing of a big fellow at any season of the year. There are plenty of quail within a few miles of town during the first part of the open season, but later hunters become too numerous and the birds go into the swamps and places difficult of access. Guides will take sportsmen to localities where deer and wild turkey can be found. There is good hunting for quail, snipe, wood pigeon, deer and turkey between St. Augustine and Palatka, particularly in the neighborhood of Hastings, half way between these points.

PALATKA AND VICINITY.

From St. Augustine to Palatka the Florida East Coast Railway leaves the coast and runs in a southwesterly direction for twenty-eight miles to the Gem City on the western bank of the St. Johns River. Before the railroads griditroned the State, and when all transportation along navigable streams was handled by river steamers, Palatka was a thriving and prosperous city, as well as a beautiful and prominent winter resort. Orange groves flourished, and the city and surrounding country was thickly populated. While a great deal of business has gone from Palatka, the city continues an attractive resort for tourists, the leading hotel being the Putnam, under the management of Wil-

liam Catto. Hunting in the vicinity of Palatka is especially good, and there is an abundance of fish. Many thriving towns and agricultural settlements surround Palatka, and the famous Ocklawaha River flows but a few miles distant.

After paying its respects to Palatka, the Florida East Coast Railway swoops in a southeasterly direction toward the Atlantic coast again, running through a flat pinewoods country, on which are scattered numerous sawmills, turpentine stills and a few farms. It is only a run of forty miles from Palatka to Ormond, where one of the most charming regions of the East Coast begins.

ORMOND-ON-THE-HALIFAX.

Ormond is an old winter resort, and a novel, attractive and popular spot. It is known as Ormond-by-the-Sea, and Ormond-on-the Halifax, either of which is correct. The city proper is

ORMOND.

built upon the west bank of the Halifax River. The town is not very large, but the cottages are well built and beautifully located and maintained. Many of them are the winter homes of wealthy Northern people. Ormond and vicinity presents a variety of scenery bordering upon the marvelous. Orange groves, damaged by the frosts of a few winters ago, are reviving, and everywhere can be seen the stately palmetto, live oak and cypress groves, with the branches of the trees gaily festooned with Spanish moss. Many small streams flow into the broad Halifax, the most picturesque being the far-famed Tomoka. No stream on the East Coast is more celebrated for its beauty or popular for its opportunities for launch, yacht and fishing parties and outdoor excursions. There are daily picnics for tourists along this remarkable stream. Launches run from Ormond up to the head of navigation, and the round trip is made in half a day. The journey can also be made in sail or rowboats, and a popular diversion is to meet the tallyho at Tomoka cabin, at the head of the river, where luncheon is served, and return to Ormond over one of the most lovely roads in the South.

A bridge spans the Halifax River from the west bank to the beach side, and horse cars run at regular and frequent intervals from the railway station, across the bridge, to the ocean. The Hotel Ormond, one of the most popular of the Florida East Coast hotel system, is situated on the east bank of the Halifax River, in a large grove of oak, magnolia, pine and other large and beautiful shade trees. From the eastern verandas of the hotel can be seen the ocean's waves rolling in upon a wide beach of fine hard sand, unequaled in the world, and extending for a distance of thirty miles, north and south, without the slightest obstruction. For driving and bicycle riding it is perfect, while the gentle slope and even beach make surf bathing all that could be desired. The water is as warm in winter as in summer, and surf bathing is enjoyed even by the most delicate all through the winter months.

The Hotel Ormond is a large, modern structure and is provided with all the latest conveniences and improvements. So great has been the demand for accommodation during the past two seasons that it was found necessary to increase its capacity. Last year's addition to the building included spacious verandas, a new dining hall, one hundred bed chambers, and baths and other improvements for the convenience of guests.

The Hotel Ormond has a wharf of its own on the Halifax River, with its own fleet of boats, that run in every direction. The surrounding waters are full of all kinds of fish. The locality is a sportsman's paradise, as there is an abundance of game in the woods, as well as fish in the streams. Men who have lived all their lives on these waters and in these woods have charge of the boats, and know when and where the best sport can be had. A great deal of fishing is done from the Ormond bridge and wharf. Many prefer going to the fishing grounds up and down the rivers and creeks, so as to enjoy the scenery, which along the Halifax, Tomoka and Thompson's rivers is superb.

With the advent of golf, the Florida East Coast Golf Club established links of nine holes at Ormond, and the game immediately became popular among the guests of the Ormond and surrounding cottages. The links are but a short distance from the hotel, and are constantly in use. They are what is known as the sporty kind. New beginners are constantly getting into difficulties, and experienced players have to play their best to avoid natural and artificial hazards and bunkers that lie along the course. A comfortable and convenient club house, with plenty of lockers, is located near the number one teeing ground, with a rustic arbor near by, from which spectators can witness the driving off. As is the rule at all the links of the Florida East Coast Golf Club, there is a professional in charge, who gives instruction to beginners.

Visitors to Ormond never fail to include driving and horseback riding among their recreations. The roads in all directions are fine, and the scenery is grand. Many who spend the entire season at Ormond bring their horses and carriages with them. Stable accommodation is furnished.

RIDGEWOOD AVENUE, DAYTONA.

The Hotel Ormond is among the first of the system to open for the season, and is one of the last to close.

DAYTONA.

This charming resort, known to tourists as the "Fountain City," and "City Beautiful," is 110 miles south of Jacksonville. It is located on a high ridge on the west bank of the Halifax River, only six miles south of Ormond. Like its near-by sister resort, Daytona is noted for its excellent river front, fine beach and unrivaled scenery. Two bridges span the Halifax, which at this

BOULEVARD OF "CITY BEAUTIFUL," DAYTONA.

point is wide, with a clear sandy bottom, connecting the main land with the peninsula. "City Beautiful" is on the east side, while Daytona proper is on the west bank of the river. The drives through and around Daytona are among the finest and most attractive along the East Coast. Ridgewood Avenue runs through the town, continuing north to Ormond and south to Port Orange. This is paved with shell and marl and shaded by a heavy growth of forest trees. A large number of small hotels and boarding houses are scattered through the town; but Daytona is more of a family or permanent resort than a place for transients. Many wealthy families own their winter cottages, which they occupy from early fall till late spring. Nowhere can a visitor to the East Coast spend a portion of his sojourn more delightfully than at this resort, particularly if he be fond of fishing, hunting, sailing, driving, or any other kind of outdoor life and sport.

NEW SMYRNA.

This place ranks next in age to St. Augustine among the quaint and interesting towns and settlements along the East Coast. Centuries ago Captain Turnbull brought several shiploads of emigrants from the Island of Minorca to this locality, and many years were spent in cultivating sugar, indigo and other plantations. Interesting stories are now in print relating to the early history of New Smyrna and vicinity. Ruins of sugar mills and indigo plants are still visible, and there is a charm in visiting this part of the coast that no tourist can resist. New Smyrna has many attractions to boast of, both ancient and modern. It was on the beach opposite this place that the remnant of the Huguenots camped after having been driven from St. Augustine by the Spaniards. It was here that the

Minorcans labored until they fled to St. Augustine, unable longer to stand the abuse of Turnbull. It was here where the Indians made their home and built their shell mounds, some of which remain intact to this day. In those times it was an ocean journey to reach this place. To day it is reached over one of the best-equipped railways in the States, and comfortable hotels await the tourist. Among its present features, New Smyrna can boast of fine fishing, hunting, boating, and drives and rides through orange groves and immense hammocks, noted for the beautiful scenery on all sides. Hunting for large game in the vicinity of New Smyrna is a great attraction, and no one is better posted on all kinds of outdoor sport in this vicinity of the East Coast than Captain Frank W. Sams, proprietor of the Ocean House, situated in the town of New Smyrna, on the banks of the Halifax.

LAKE HELEN, ORANGE CITY, BLUE SPRINGS AND DeLAND.

From New Smyrna the Atlantic and Western branch of the Florida East Coast Railway runs in a westerly direction for a distance of not quite thirty miles to Lake Helen, Orange City, Blue Springs and DeLand, all attractive places to visit. Less than a mile south of the station, at Lake Helen, situated on a high pine bluff, and overlooking a number of clear and beautiful lakes, is located the Southern Cassadaga, or Spiritualists' assembly ground. This association was formed for two chief objects: To establish a winter resort for Spiritualists and those interested in the investigation of the science, and to provide a place for all those who desire a quiet and healthful location. The Spiritualists have found an ideal spot. The air is laden with the fragrance of the resinous pine. There are no disagreeable insects, for the reason that there are no swamps in the neighborhood. The hotel opens in December and does not close until May. Good board and well-furnished rooms for light housekeeping can be obtained at reasonable rates.

The convention of the Spiritualists' Association will be held at this place between February 15 and March 31. A large number of physical, trance, test and healing mediums will be in attendance, noted speakers and lecturers will be present, and music, lectures, seances and conferences will constitute the greater portion of the programme of the session. A well-stocked public library is one of the features of the Spiritualists' Association.

ALONG THE INDIAN RIVER.

Famed in song and story this lovely sheet of water runs for more than a hundred miles along the Florida East Coast. At Lyrata, 144 miles south of Jacksonville, passengers obtain their first view of this noted river. For nearly ten miles in a stretch the trains of the Florida East Coast Railway run so close to the banks of the river that the waves nearly reach the ties of the track. At this point the river is between five and six miles wide, and almost always all sort of craft—sailing, steam and naphtha—can be seen scudding along over its smooth bosom. Near the shore, flitting from the shoal water to the fringe of woodland on the other side of the track, can be seen birds of nearly one hundred varieties, including the indolent-looking crane, white and blue heron, and all sorts of smaller birds, caught in the act of fishing, and frightened to the woodland by the near approach of the train. The road passes through huge savannas, pine forests, hard-wood hammocks and cabbage-palmetto groves, all of which are full of interest to the tourist, no matter how many times he may have passed over the road.

The principal city along this stretch of the road is Titusville, from which point the Florida East Coast Railway operates

another branch running westerly to Sanford, and passing through about thirty miles of pretty East Coast country. At Titusville, the chief charm is still the Indian River, where it reaches a width of more than six miles, in the center of which is situated Merritts Island, a most charming tropical piece of land, where frosts are rare and freezes scarcely ever. This entire island is under cultivation, and crops are profitable and abundant. Titusville is the county seat of Brevard County, has well-paved streets, and owns its electric-light plant, does a fine mercantile business, ships quantities of all kinds of fresh fish, and takes excellent care of tourists at its hotels and boarding-houses.

ROCKLEDGE AND NEIGHBORING VILLAGES.

From a broad, sand-beach stream at Titusville and vicinity the Indian River changes rapidly until eighteen miles below, in the neighborhood of Rockledge, it becomes a narrow sheet of water, softly washing against the perpendicular sides of a continuous rock ledge that continues for miles up and down the river. This ledge is of coquina, and large shade trees grow along the edge of this hard, but fertile, soil, and the entire waterway is shaded, as well as the charming tropical road that runs alongside. There are many interesting places to visit in the neighborhood of Rockledge, the lower end of Merritts Island being but a short

SEMINOLE INDIANS AT MIAMI.

distance away. Fairyland, the home of Dr. Whitfield, is within a short ride; and the best of fishing can be had from the rock ledges all along the river front from Rockledge down through the Narrows. Several modern and well-managed hotels are located at Rockledge.

Farther down are the beautifully situated and thriving towns of Eau Gallie and Melbourne, along the Indian River narrows. These places are in the heart of the famous Indian River orange belt. After a rest of several years, caused by the freeze of 1894–5, these groves are again in bearing, and hundreds of groves farther south, planted out since 1894, will bear fruit this season. The Banana River, which runs along the east side of Merritts Island, merges into the Indian River a short distance above Eau Gallie. This is an interesting stream, and the country on either side is full of game. The land is rich, and beyond the reach of severe weather. In consequence, orange groves have never ceased to bear, and the most luscious pineapples are harvested season after season. There are hotels and boarding-houses at all the small towns along this part of the coast.

ALONG THE NARROWS TO LAKE WORTH.

After leaving Melbourne the Florida East Coast Railway runs along the coast within sight of the Indian River narrows for

A PRIVATE RESIDENCE AT PALM BEACH.

miles. At intervals the train passes over a trestle or bridge spanning the numerous rivers, sounds and bays that run from the coast to the interior. On the borders of these streams can be seen pineapple plantations and vegetable gardens without end. The next station of importance is Fort Pierce, quite an old settlement, and one of the chief trading posts of the Seminole Indians, who come in from Lake Okeechobee, and other Indian camps in the Everglades, to trade alligator hides, snake skins and bird plumes for calicoes, groceries, and, much too frequently, fire water. These Indians are a peaceful, law-abiding and reliable tribe, and give absolutely no trouble to the many white settlers who now live along the borders of their happy hunting ground, the Everglades. Groups of Seminole Indians can almost always be seen at Miami and other stations along the lower East Coast. They are usually clad in a heavy turban, made of a large blanket folded and wrapped around their heads. The bucks wear as many as three shirts, if they can afford that number, half a dozen bright colored handkerchiefs tied around their necks, and sometimes a vest. Some wear a belt, but very few wear anything on their brown and sinewy legs. The squaws are not bothered with the heavy headgear of the buck, although some wear a handkerchief tied under their chin. They wear short calico dresses and no shoes. Sometimes a group will board the train at Fort Pierce and ride down the road, much to the amusement and interest of tourists, to whom the sight is a strange and novel one.

IN THE PINEAPPLE BELT.

After leaving Fort Pierce, the railway passes through mile after mile of solid pineapple plantations. In rapid succession, the stations of Eden, the home of Captain Richards, the pineapple pioneer of the East Coast, St. Lucie, the Florida home of Senator Matt Quay, proudly referred to along the East Coast as Florida's third senator; then comes Jensen, Stuart, Alicia, Hobe Sound, Jupiter, and other small settlements, where planters reap a rich harvest from their crops of pineapples and early winter vegetables. Through this part of the country the scenery is especially interesting. At any one of the stations, tourists can obtain accommodation, and the hunting and fishing through this region is of the best, especially for wild game. Quail is also very plentiful through this country and back to the settlements located to the west of the road.

Another interesting stop in this section is Jupiter. The station is directly opposite Jupiter Lighthouse, located on the peninsula just across Jupiter Inlet, the terminus of the famous

Indian River, along whose borders and banks the train has been traveling for 125 miles. There is also a life-saving station on the beach, and it is but a short distance south to the head of famous Lake Worth. The country through here also abounds in game and fish, and the friendly Seminole is always in evidence.

PALM BEACH AND LAKE WORTH.

The run from Jupiter to West Palm Beach, where the train crosses Lake Worth to Palm Beach proper, is but seventeen miles. On crossing the famous lake to Palm Beach, where the Hotel Royal Poinciana and The Breakers (formerly The Inn), and scores of handsome cottages, are located, the tourist feels that the most expressive adjective in his vocabulary is too insignificant to even suggest his delight at the matchless and majestic view that greets his eyes before he leaves the platform of the train. It is by far the queen of all the East Coast resorts. The grounds—favored by Nature with a great variety of tropical growth, bordered on the west by Lake Worth, and on the east by the coast of the Atlantic Ocean—have been greatly enhanced in beauty by the lavish expenditure of money. The shores of the lake for miles are fringed with stately cocoanut trees, always in bearing. In the Royal Poinciana grounds, these cocoanut groves extend to the spacious verandas of the hotel. The walks around and connecting these two hotels, which are about a quarter of a mile apart, are of asphalt, shaded on all sides by a variety of rare and interesting tropical growth, while the borders are a solid bloom of sweet-scented flowers. The lawns, of which there are acres upon acres, are planted in Santa Lucia grass, green the entire year through. It is a carpet, and there are no pesky signs "keep off the grass" to heed. Branching out in every direction are the most picturesque bicycle paths imaginable. They run for miles north and south into deep jungle, through groves of stately palms and tropical trees, by handsome villas and artistic grounds, nearly always with placid Lake Worth in view, and within hearing distance of the waves of the ocean swashing in upon the beach.

Surrounding the Hotel Royal Poinciana and The Breakers are located the most popular golf links in Florida. The first teeing ground is just opposite the southern entrance to the Royal Poinciana, beside which stands the comfortable club house. The course lies down toward The Breakers, which is as near to the ocean beach as the Royal Poinciana is to the lake, over a carpet of the most perfect of lawn grasses.

EXPANSION WAS NECESSARY.

The crowds that flocked to Palm Beach last winter taxed the capacity of the Royal Poinciana, The Breakers and other small hotels and boarding-houses in the vicinity. The Breakers has

THE BREAKERS (FORMERLY THE INN), PALM BEACH.

been added to, and this season will accommodate twice the number that crowded it last winter.

One of the principal changes being made, and one that will be appreciated by its patrons, is the removal of the office from its old position on the second floor to the handsome quarters now being built for it on the south end of the building. The entrance door will be only a few feet from the railroad track. On the second floor, just above the office, will be the spacious ballroom. Back of the office and ballroom, the building, which here is only two stories in height, rises to five stories, but so remodeled and improved as to be scarcely recognizable to its old friends. On the north end of the old or main building, which runs north and south, a new wing has been added, running east and parallel with the old wing on the south end. These two wings form the sides of an immense court with the east side open to the ocean, giving all the rooms the luxury of a continuous balmy breeze from old ocean's foamy crest. Near the center of the old building, as it stood before being remodeled, rises

ARCH CREEK, MIAMI.

the cupola, affording a grand view of the extensive grounds of the two sister hotels and the country around.

Jutting out from the main building on the west side is the new dining room, the peer of that of any house in the world. Running east and west, the better to give its patrons the advantages of both light and air, this magnificent dining hall will be one of the handsomest adjuncts of the system.

While the building itself is undergoing such a marked transformation, the grounds are also receiving their share of attention. The golf grounds on the south side of the railroad track are being extended to the ocean front; the old, unsightly board walk in front of the Casino will be replaced by a handsome concrete promenade, extending parallel with the ocean beach, the whole length of the hotel grounds. Special attention is being given to the golf links, and when completed Palm Beach will easily have the largest and most perfect golf course in the South.

With the many new improvements being made, coupled with its already richly-deserved popularity as a fin de siecle winter resort, anything but unqualified success is impossible. What a charm, a mystery, it must be to the uninitiated to leave a land of

FAVORITE MODE OF CONVEYANCE AT PALM BEACH.

piercing cold, drifting snow and terrible blizzards, and after a few hours' ride on one of the handsomest trains connected with the United States railway passenger service, to find oneself beneath a most perfect sky, where the sun sheds his blessings o'er his subjects always with a kindly spirit. No snow; no ice; no piercing winds to chill the blood; no leafless, lifeless trees; no drooping flowers; no aching hearts. Nothing but joy and sunshine and gladness greets the winter visitor to Palm Beach, the paradise regained.

RECREATION, PALM BEACH.

As a winter resort for fishermen, Palm Beach has no equal. Joe Jefferson, and other persons of note, who have the means to go anywhere that fancy dictates and enjoyment may allure, find the best fishing for winter to be in Lake Worth and off the ocean pier or from craft out at sea. The catches of king fish, taken every day throughout the season in the past, have been extraordinary. Take, for instance, the one before alluded to: 113 king fish, weighing 2,102 pounds. It seems hardly possible for

ROYAL POINCIANA, PALM BEACH.

two or three men to take so many with hook and line in one afternoon, but this record is proved by a photograph of fish, fishermen and boat.

In addition to its perfect climate, its grand hotels, charming landscape and comfortable travel, Palm Beach has attractions galore for young and old. The casino, located near The Breakers,

HOTEL ROYAL PALM.

is the daily rendezvous of hundreds of guests. The combined orchestras of the Royal Poinciana and The Breakers play in the pavilion at noon each day, the popular hours for bathing being between 11 and 1. The immense pool is supplied with salt water, pumped in continually from the ocean. It is not enclosed, save by the rows of dressing rooms on all sides. Those who prefer bathing in the surf have but a short distance to go. No day during the winter is too cool for a dip in either the surf or the pool. After a morning at golf or a bicycle ride through the woods, nothing is more delightful than a dip in the pool of the Casino.

The only land conveyances at Palm Beach are bicycles, wheel chairs and jinrickshas, the latter two propelled by liveried colored men. There is not a horse across the lake, and the only mule is constantly engaged in hauling a light summer car between the Hotel Royal Poinciana, The Breakers and the Casino. This has a reputation of being the best patronized and most profitable road in existence.

THROUGH VEGETABLE GARDENS TO MIAMI

From West Palm Beach, a thriving village of several thousand population, the Florida East Coast Railway continues down the coast to Miami, sixty-seven miles, passing through numerous pineapple plantations and vegetable farms. For some distance the journey is parallel with the shores of Lake Worth until Lantana is passed. Here the great prairies of muck lands begin, and hundreds of acres are under cultivation. These lands are used for the growing of vegetables during the winter months, and large quantities of tomatoes, snap beans, egg plants, peas, lettuce, etc., are raised in abundance here when farming land in the North is covered with snow. Below Lantana are the settlements of Boynton and Linton. Next comes Fort Lauderdale, where an old Indian fort still exists, and where Seminole Indians come in to trade. New River forms the southern boundary of Fort Lauderdale, and a short distance east of the settlement the river broadens into New River Sound, both charming sheets of water, teeming with fish of all kinds. New River flows from the interior of the Everglades, and it is by means of this stream that probably the oldest orange grove in the State is reached.

The train passes rapidly through other agricultural and horticultural settlements, notably Modelo, where a thrifty colony of Danes till the fertile land; Hallandale, where a New York colony of Swedes are prospering; Arch Creek, a picturesque spot, where the creek has worn its way through a solid rock, the

top arch of which forms a natural bridge. This stream, coming from the Everglades, is deep and full of all kinds of fish. Lemon City comes next — a thrifty settlement on Biscayne Bay, where the people are chiefly engaged in the cultivation of citrus groves and vegetable gardens.

METROPOLIS OF SOUTH FLORIDA.

One can scarcely realize the great strides that Miami, the terminal of the Florida East Coast Railway and its several steamship connections, has made during the three years of its transformation from a sleepy little village, whose sole attractions were beautiful tropical scenery and an old fort, to a modern and up-to-date city and tourist resort. Hundreds of thousands of dollars have been spent in creating the changes, but the investment has already proved a profitable one. Thus far the great promoter of the Florida East Coast in his work of improving the harbor of Miami has been alone. Now, with three important steamship lines running to Key West, the Bahamas and Cuban ports, the general government sees that this is destined to be a port of importance, and has ordered surveys looking to the further deepening of the channel from the railway and steamship docks at Miami to deep water out at sea.

The construction of that magnificent hotel, the Royal Palm, was simultaneous with the completion of the railway to Miami. Nestling on the banks of the Miami River and that superb body of water, Biscayne Bay, it became popular immediately as a tourists' resort; and, on investigation, it was ascertained that the deepening of the channel from Cape Florida to Miami was feasible. Immense dredges were built and the coralline-rock bottom of the channel was blasted and removed until a depth of fourteen feet was secured. Before this work was commenced a steamship had been put on the run between Palm Beach and Nassau, but the landings at the pier were uncertain, and the

COLONIAL, NASSAU.

headquarters of the line were soon transferred to Miami, where a steamship line of light-draft vessels was already in operation between that point and Key West. These improvements developed with lightning rapidity; meanwhile, the Hotel Royal Victoria, at Nassau, was purchased, and lands and concessions were secured from the British Government, resulting in the opening, in Nassau, of one of the most magnificent hotels in this part of the globe, certainly, the most complete in any tropical country. This is the Hotel Colonial, large, and provided with every modern luxury and convenience, situated on the bay front, in the heart of this most healthful and attractive of tropical foreign resorts.

During the war with Spain, on the Island of Cuba, it was observed that the deepening of the Miami channel gave the Florida East Coast Railway, through Miami, the shortest and most direct route to Havana and other Cuban ports. Miami is by far the most southern seaport on the mainland, not only to Cuba, but to all ports of the West Indies, and, in consequence, the steamship business out of Miami is rapidly assuming large proportions. While the channel is now but fourteen feet it is confidently expected that with the aid of the government it will soon be increased to at least twenty feet, so that deep draft vessels may use the port. At present, the Peninsular and Occidental Steamship Company is operating vessels between Miami and Nassau, Key West and Havana. The distance from Miami to Nassau, the capital of the Bahama Islands, is but 175 miles. The magnificent twin-screw steamship "Miami" is on this run. The vessel leaves Miami in the afternoon, reaching Nassau the next morning in time for breakfast. The trip is an enjoyable one, the weather during the winter months being quiet and delightful. The ship is fitted out with every modern convenience. The staterooms are large and magnificently furnished. In most of them passengers enjoy the luxury of full-size, stationary bedsteads. The electric light plant furnishes light and also operates electric fans in staterooms

THE ROYAL VICTORIA, NASSAU.

and saloons. The dining room is a dream of beauty. Meals are served in courses, and in every way life on board the ship reminds one of living in the hotels of the East Coast system.

NASSAU AND THE BAHAMAS.

Every passenger is on deck when the steamship rounds the bar and enters the harbor of Nassau. To the right lies the City of Nassau, nestling at the foot of a chain of hills on New Providence Island. To the left is Hog Island, and between the two bodies of land is the channel and harbor. The water here is perfectly transparent, the bottom being of coralline rock. As soon as the boat is within the quiet waters of the bay a dozen rowboats will shoot out from the wharves, laden with scores of little negroes, who crowd around the boat and dive for pennies, nickels and dimes that the interested passengers throw overboard

QUEEN'S STAIRCASE, NASSAU.

to watch the divers scramble for under the water. Owing to the remarkable clearness of the waters the divers can be seen moving from the surface to the bottom, twenty feet below, in their tussle for the coins. They never fail to reap their reward, although sometimes the money settles to the bottom before they get to it. While engaged in watching this novel entertainment the steamship has reached the dock. A hasty inspection of baggage follows, and the foreigners on British soil are carried to the hotels in comfortable carriages, drawn by small, but spry, native ponies to the Hotel Colonial, or wherever they may wish to be taken.

There is much to do and see in and about Nassau, and tourists can roam about either day or night without the least fear of interference. Like all British possessions, the city is thoroughly policed by the constabulary, always polite and ready to give all sorts of information. This force is composed of colored natives. There is no drunkenness or boisterous conduct. The colored population, which is large, is composed of the most courteous and polite of their kind. The streets and roads throughout the city and the entire island are made of coralline rock, and are kept in the best of order, making carriage riding and cycling a delight. Interest is enhanced by the many strange and novel sights. The architecture of the buildings is interesting, the flower gardens and the great number of rare tropical flowers, shrubs and trees growing and blooming on all sides make the scene enchanting. Among the numerous places of interest is old Fort Charlotte, situated to the west of the city on the bay front. This structure is larger and much more novel than any of the old Spanish forts to be seen in other parts of the world. On the grounds surrounding this fort are the golf links of the Florida East Coast Golf Club, and they are sporty all over the course. Although Britishers are great at golf, strange to relate the game was not played at Nassau until 1899, when the Nassau Club of the Florida East Coast chain was organized. Scores of residents of the city joined, and before the tourist season had ended many of them had become expert players, one or two securing prizes at the annual tournament of the club.

Fort Charlotte is but one of the many interesting structures of the kind. In another part of the city there is Fort Montague, also Fort Fincastle, near which will be found the famous Queen's Staircase, a series of steps chiseled through solid rock down a distance of more than sixty feet into a passageway through rock

several hundred feet long and about fifty feet wide. Native guides give an interesting history of this peculiar construction.

A curiosity that is keenly enjoyed by all tourists is the "Lake of Fire," located about two miles east of the city. After tea, on a dark night, is the proper time to visit this wonderful freak of nature. The lake is a small body of water located but a short distance from the sea. On arriving at its banks, tourists embark in boats, and the oarsmen push off from the wharf. The passengers are astonished to see drops of molten silver drip from the oar blades with every stroke as they emerge from the water. Suddenly, a negro boy will plunge into the lake, and his body is immediately outlined by a bright, phosphorescent light, casting a halo around his body, legs and arms, as he glides through the water. As he comes to the surface, his kinky hair is full of luminous globules, and, as he plunges again, fish of all sizes can be seen clearly outlined by the strange illuminant as they swim out of harm's way. Cupfuls of the heavily-charged water thrown into the air actually creates an illumination, and drop back into the lake, again producing soft flashes of light. One can spend half an hour on the surface of this remarkable lake in the study of a most interesting phenomenon.

In such a brief outline of some of the chief attractions of Nassau it is impossible to go into details. No one should fail, however, to make a trip to the sea gardens, where the most curious of marine growth and scores of strange and most beautifully colored fishes are seen through the glass-bottomed boats. Hog Island, and its popular fruit gardens and fine bathing beach, is another place to which tourists find their way, not once but scores of times. It is just across the bay, and naphtha launches and sailboats scud across in a few minutes. The cav-

HAVANA LINE STEAMER.

erns in the interior of the island must be seen; also pineapple and hemp plantations, cocoanut and orange groves, and other sights, reached by the numerous lovely roads that run in all directions.

Nassau has been celebrated as a winter resort for centuries, but to-day it is more prominent than ever, and with its present transportation and hotel facilities its popularity is still increasing.

HAVANA AND THE ISLAND OF CUBA.

The trip from Miami to Havana is similar to the trip to Nassau. The distance from port to port is only 240 miles, most of the run being along the Florida Keys. The distance from Key West to the capital of Cuba being but ninety-one miles. The ship reaches the narrow entrance to Havana harbor between Morro Castle and Fort Cabanas, and glides swiftly to its anchorage in the bay, always within a few hundred feet of the wreck of the battleship "Maine." Passengers and baggage are soon examined and conveyed to the city front in small boats. A year ago those not familiar with Spanish would have found it difficult

to get about comfortably, but since the island has been in the possession of the United States, Americans have no trouble anywhere. They encounter fellow countrymen in every walk in life, from the hotel runner to the man in charge of the boat in debarkation.

Outside of the prominent part played by Havana as the seat of the late unpleasantness, the city and surrounding country is full of interest to visitors. At once one is impressed with the solidity of the city buildings and the extent of its limits. All the structures, from the humble cottage to the grand palaces, are of stone. Everything is massive and substantial. Modern American improvements are fast appearing, however, but old Havana can never be erased. It is there to stay. The Prado, a wide and beautifully-shaded boulevard, with handsome structures on either side of the wide thoroughfare, broken here and there with beautiful parks and gardens, runs through the center of the city. Along the water front are the wholesale business houses, shipping offices, stock and produce exchange, customs house and other large enterprises. Between the water front and the Prado are streets lined with stores of all kinds. Around the Prado are the theaters, clubs, residences, hotels and other large structures. As a rule, sleeping apartments are over the stores, the inmates generally going to the nearest café for their meals.

Cuban hotels have been very much Americanized during the past year, but they cling to the delightful Spanish custom of serving breakfast between eleven and one o'clock. On arising in the morning the breakfast consists only of fruit, coffee, nice bread and butter, and the tourist is surprised at the rapidity with which he becomes accustomed to this mode of living, and soon ascertains that it agrees with him, in a tropical climate, perfectly. After this light repast one is ready for a tour of inspection that is usually made in one of the small, but convenient, carriages, drawn by small, but fast ponies. There is Obispo and O'Reilly streets, where the curio stores are located. Then a drive along the busy water front, around by the harbor entrance to the bay and the Prado, back to the hotel. After breakfast one is ready for a three hours' drive through another part of the city, out to the Cristobal Colon Cemetery and other points of interest west of the city continuing out on the country road to the summer palaces, botanical gardens, where all sorts of magnificent flowers and trees are to be seen. On this drive a good view of the country is obtained, showing the beautiful rolling lands covered with a growth of a deep green, indicating the richness and fertility of the black loamy soil that lies along the ridge near the coast.

From Havana one can go by water and by rail to any part of the island. Steamers leave the harbor nearly every day for such ports as Matanzas, Cardenas, Sagua la Grande, Neuvitas, Banes, Baracoa, Cienfuegos, Batabano, Guantanamo, Santiago, and many other points located on the shores of the island. The rail connections between points in the interior are fairly good, but are rapidly being improved. Trains leave Havana every morning for Matanzas, Santo Domingo, Cardenas, Cienfuegos, Colon, Santa Clara, Caibarien and all intermediate points. Trains also run to Batabano, connecting with south coast steamers, also from Havana to Pinar del Rio, and all intermediate points. Trains run nearly every day from Jucaro to Moron, and from Puerto Principe to Neuvitas, connecting with north coast steamers. Several lines owned by private parties are also open to the public. These roads pass through localities made famous by the recent war, where conflicts took place between Spaniards and insurgents. Wrecks of mills and plantations can be seen; but recently peace and prosperity have made their influence felt, and the plantations are again green, and the mills are being restored. The railroads pass through an ever-changing scene of cane fields, sugar mills, tobacco plantations, and natural scenery of a tropical nature, whose beauty is beyond description.

The remarkable improvement made in the sanitary arrangements of Havana under American control has practically obliterated contagious diseases.

KEY WEST AND THE FLORIDA KEYS.

The distance from Miami to Key West, over the inside route, is only 165 miles. The steamer "City of Key West" is on this run, which is one of the most delightful in Southern waters. The vessel is well appointed for the service, being large and roomy inside and out, and supplied with all modern conveniences. The route lies between the Florida Keys and the Florida Reefs, practically a land-locked course. The scenery along the Florida Keys is grand, something entirely new to the ordinary traveler. The steamer passes within a short distance of some of the many Keys, and on those which are inhabited people can be seen at work in their vegetable gardens and fruit groves. The water is transparent in the reef channel, and from the deck of the steamer all sorts of fish can be seen in the shallow places.

Key West, the southernmost city in the United States, has a population of about 25,000, made up of Americans and Cubans. It is a combination of America and Cuba, not only in population but in architecture and customs. The heads of most of the Cuban families are employed in the many cigar factories, while the Americans are engaged in every branch of business. The Island City is a prosperous place; it is the seat of government of Monroe County, which embraces all of the Florida Keys. The government makes the harbor its southernmost headquarters, and ships of the navy are always to be seen. During the war with Spain it was the rendezvous of Admiral Sampson's squadron, the newspaper fleet and government dispatch boats. Spanish prizes were all brought to Key West, and, owing to its close proximity to Cuba and Porto Rico, the place is bound to grow in importance. The climate of Key West does not vary ten degrees in the course of a year. The temperature is usually about eighty in the summer and seventy in the winter. It has been known to go down as low as fifty-six, but that was the wonder of the decade. There is much to see of interest in the city. The foliage is purely tropical, cocoanuts, all sorts of palms and brilliant flowers, growing in profusion in private gardens and public grounds the year round.

The Hotel Key West, one of the Florida East Coast Hotel System, is centrally located on Duval, the principal street of the city. It is the headquarters of the army and navy, and the scene of much gaiety, especially during the winter or tourist season, when many of the ships of the navy are in port.

Half a dozen lines of steamships touch at Key West as they pass between the Atlantic and the Gulf; and when the Nicaragua Canal is in operation the sixteen square miles of the island of Key West will be taxed to take care of the enormous business that must necessarily spring into life in a day, as it were.

To the yachtsman fond of cruising in shallow inland waters the Florida Keys present an unequaled attraction. Vessels drawing not more than four feet of water can pass between and approach within landing distance of any of the hundreds of Keys. Cruising parties usually leave from Miami. The trip down Biscayne Bay is one long to be remembered. The bottom of the bay is of white sand, and the water is perfectly transparent. Sponges, besides all sorts of fish, are abundant. Passing Key Largo, a large Key thickly inhabited, and producing large crops of fruits and vegetables, the launch or yacht can easily pass up and down the hundreds of deep and beautiful creeks that connect the lower part of the bay with the ocean, running between the small Keys. In these waters all sorts of fish and queer marine growth are found, to examine which a glass bottomed bucket is needed when the surface of the water is rough. The Keys begin with Virginia Key, directly opposite

Miami, and continue down the 150 miles of coast to Key West.

They all lie within the Florida reef, and, in consequence, the waters that surround them are smooth. Nature has endowed these small islands with a great variety of growth; on some, several species of valuable hard woods are found. Game is always abundant, particularly upon the larger Keys, and the waters teem with all kinds of fish.

Yachts and launches can be obtained at Miami and fitted out for a cruise among the Florida Keys. Another recreation greatly enjoyed by tourists fond of exploration is a trip into the Everglades, to the camps of some of the friendly Seminole Indians. On such trips there is excellent opportunity for the best of hunting, particularly along the pine ridge just to the east of the 'Glades.

Along the lower shores of Biscayne Bay there are many charming settlements, notably Cocoanut Grove, six miles below Miami, and reached either by launch or yacht, or by carriage and bicycle, over a fine rock road. Here Kirk Monroe, the famous writer of the most interesting of boys' stories, and many other gentlemen of prominence, live. Even farther below is Cutler and other thriving villages, where people from the North and West have discovered a delightful climate amidst peace and plenty, where life is a dream of ease, health and comfort.

With the acquisition of so much territory by the United States in these southern waters, such as Porto Rico and Cuba, and with the shortest possible line to the Bahamas and other islands of the West Indian group, the lower East Coast of Florida, and particularly Miami, the terminal of the railway and steamship lines, is bound to spring into great prominence within a very few years, and the possibilities of its future cannot be estimated.

OSTRICH FARM AT PALM BEACH.

GENERAL INFORMATION.

STOP-OVER PRIVILEGES ON WINTER TOURIST TICKETS.

Stop-off will be allowed within final limit, regardless of transit limit, at stations on Florida East Coast Railway south of Jacksonville, provided the train passenger is on is scheduled to stop at station at which stop-over is desired. Notify conductors at time of examining ticket.

STAMPING RETURN TICKETS.

The return portion of winter tourist tickets may be validated at St. Augustine or Jacksonville, thus allowing the full return transit limit from those points; this, in order that persons desiring to stop over at these cities on the return trip may do so without inconvenience. When stop-over is not desired on the return trip, it is suggested that tickets be validated at destination, and baggage checked through.

LOST TICKETS.

This company does not hold itself responsible for tickets lost by purchasers. Notify the nearest agent of loss, and fill in and sign the form he will furnish for the purpose. We will then have the ticket lifted, if presented for passage, and returned to owner. Get receipt for all fares paid or tickets purchased to take the place of portions of lost tickets.

Considerable annoyance may be avoided, if, at time of purchase, a memorandum is kept of form and number of ticket, with date and place of purchase and destination. In case of question between holder and conductor, the latter's claim should be paid, taking receipt, and all irregularities reported to the general office will be adjusted.

TRANSPORTATION OF BICYCLES.

Bicycles will be transported free over the Florida East Coast Railway. Same to be considered part of free allowance, and charges collected on excess weight at current rates. Free allowance is 150 pounds on each whole ticket, and 75 pounds on each half ticket.

TRANSPORTATION OF DOGS.

Dogs not crated, but securely tied or chained, will be transported free in baggage cars of regular passenger trains when accompanied by caretaker or owner. Dogs in crates may be checked, but charge, at excess baggage rates, will be made for full weight. No free allowance on dogs in crates.

SLEEPING-CAR RATES.

Upper berth	$2.50
Lower berth	3.00
Section	5.50
Drawing room	9.00

Passengers occupying seats in sleeping cars will be charged same rate as for parlor cars; no seats to be sold in sleeping car after ten o'clock at night, nor to destinations at which the scheduled arrival is after ten o'clock at night.

CHAIR-CAR RATES.

These rates apply in either direction.	St. Augustine	East Palatka.	Ormond.	Titusville.	Rockledge.	Ft. Pierce.	Palm Beach.	Miami.
Jacksonville	$0.50	$0.75	$0.75	$1.00	$1.25	$1.75	$2.00	$2.00
St. Augustine	.....	.50	.50	1.00	1.25	1.75	2.00	2.00
East Palatka	.50	.....	.50	.75	1.00	1.25	1.75	2.00
Ormond	.50	.50	.....	.50	.75	1.25	1.50	2.00
Daytona	.75	.50	.25	.50	.75	1.25	1.50	2.00
New Smyrna	1.00	.75	.25	.25	.50	1.00	1.25	2.00
Titusville	1.00	.75	.50	.....	.25	.50	1.25	2.00
Rockledge	1.25	1.00	.75	.25	.....	.50	1.00	1.75
Ft. Pierce	1.75	1.50	1.25	.50	.50	.....	.50	1.25
Palm Beach	2.00	1.75	1.50	1.25	1.00	.50	.....	.75
Miami	2.00	2.00	2.00	2.00	1.75	1.25	.75	.....

HOTEL LIST.

Location and Name of Hotel	Name of Proprietor or Manager.	Rate Per Day.	Rate Per Week.
Boynton, Fla.			
Hotel Boynton	N. S. Boynton	$2.00	$11.00
Cite Point, Fla.			
Hatter House	Mrs. J. D. Hatter	1.50	8.00
Cocoa, Fla.			
Jarvis House	Mrs. Jarvis	2.00	10.00
Thomas House	Mrs. Thomas	1.00	6.00
Indianola, (Cocoa Sta'n)			
Indianola House	G. W. Schuyler		8.00
Daytona, Fla.			
The Colonnades	C. C. Post	3.50	17.50
The Ridgewood	Rose & Langworthy	3.00	20.00
Schmidt's Villa	Henry Schmidt	2.00	Special.
Holly Inn		2.50	Special.
Palmetto		2.00	Special.
Volunteer		1.50	10.00
Halifax House		1.00	Special.
Daytona House	T. L. Rogers	2.00	10.00
Van Dorn Cottage	Mrs. W. Van Dorn	1.50	10.00
The Oaks	Mrs. G. Silvernail	1.50	8.00
Troy House	Mrs. M. Troy	1.50	Special.
City Hotel	G. H. Matthews	1.50	Special.
Clarendon Inn	Leonard Gill	2.50 and up	
Restaurant and Rooms	Miss Parkins	1.50	Special.
Fountain City Hotel	Leon Desgland		Special.
Eau Gallaie, Fla.			
Grenada	G. G. Glenson	2.50	Special.
Boarding House	Mrs. C. L. Taylor		5.00
Eden, Fla.			
Netherly House	M. A. Curtis	2.50	15.00
Enterprise, Fla.			
Sunnyside	Misses Dickins	2.00	Special.
Brock House	H. F. Inglehart & Sons	Moderate.	
Live Oak House	C. A. Kruder	1.00	5.00
Fort Lauderdale, Fla.			
Wallace House	A. J. Wallace	1.50	9.00
Fort Pierce, Fla.			
Fort Pierce Hotel	F. M. Tyler	2.50	15.00
Hastings, Fla.			
Middleton House	D. A. Middleton	1.50	4.50
Jensen, Fla.			
Al Fresco	J. L. Jensen	2.00	8.00 to 12.00
Key West, Fla.			
Hotel Key West	Florida East Coast Hotel Co.	4.00	Special.
Duval House		2.00	Special.
Edgar House		2.00	Special.
Private Board	Mrs. O'Bryan	1.50	Special.
Lake Helen, Fla.			
Sanitarium	W. B. Webster	1.50	Special
Harlan Hotel	H. M. Stewart	2.00	Special.
Lantana, Fla.			
Lantana House	M. B. Lyman	2.00	12.00
Lemon City, Fla.			
Carey House	J. T. Carey	2.00	8.00 to 10.00
Melbourne, Fla.			
Carleton	F. Robertson	2.00	10.00
Belleview	W. H. Campbell	2.50	12.00
Riverside	C. L. McBride	1.50	7.00
Snedeker's	H. O. Snedeker	1.00	6.00
Merritt, Fla.			
Nevin's Riverview	J. J. Wilkinson		
Miami, Fla.			
Hotel Royal Palm	Florida East Coast Hotel Co.	5.00	
Biscayne	S. Graham	2.50 to 4.00	12.50 to 20
Everglade	T. N. Gautier	2.50 to 3.50	12 to 18
Bay View	D. M. Conally	1.50	8.00 to 10.00
Mims, Fla.			
Roberts'	Harry Roberts		5.00
Strahan's	F. A. Strahan		5.00
Nassau, N. P. (Bahamas).			
Colonial	Florida East Coast Hotel Co.	3.00 and up	
Royal Victoria	Florida East Coast Hotel Co.	3.00 and up	
Carthagenia	Florida East Coast Hotel Co.	Rooms only.	
The Bungalow		2.50	Special.
Mansion House	C. W. Saunders	2.00	Special.
Private Board	Mrs. Moore	2.00	Special.
New Homestead	E. H. Sands		15.00
Metropolitan House	Minnie Dorrell		14.00
Globe House	E. L. Moore		10.00
The Almeria	Mrs. Wiley	1.00	(Rooms (only.
Private Board	J. H. Lightbourn	Rates on a pplication.	
New Smyrna, Fla.			
Ocean House	F. W. Sams	3.00	15.00
Hillsboro Inn	F. L. Paul	2.00	10.00
Palmetto House	Mrs. S. H. Ray	1.50	Special.
Boarding Houses	Mrs. Moeller	1.50	Special.
Oak Hill, Fla.			
Barker's	H. P. Barker		5.00
Adams'	T. M. Adams		5.00
Orange City, Fla.			
Freeman House	D. Freeman	2.00	7.00
True's	Mrs. J. L. True		6.00
East Lawn	C. N. St. John		6.00
Ormond, Fla.			
Ormond Hotel	Florida East Coast Hotel Co.	4.00	
Cuquina	J. A. Bostrom	2.50	10.00
River View	F. Lee	1.00	6.00
Rose Villa	F. Mason	2.50	15.00

HOTEL LIST.—(Continued.)

Location and Name of Hotel.	Name of Proprietor or Manager.	Rate Per Day.	Rate Per Week.
OSTEEN, FLA.			
Pattillo's	Mrs. J. E. Pattillo	$1.00	$4.00
Blauvelt's	J. A. Blauvelt	1.00	4.00
PALATKA, FLA.			
Putnam House	Wm. Catto	4.00	Special.
Graham Hotel	Mrs. Wood	2.50	Special.
Arlington	L. Folk	2.00	Special.
Clay's	Mrs. Clay	1.00	Special.
Gray's	Mrs. H. A. Gray	1.50	Special.
Ebert's	Mrs. Ebert	1.50	Special.
Haughton's	Mrs. A. M. Haughton	2.00	Special.
Private	Mrs. Jos. Houghton	1.00	Special.
PALM BEACH, FLA.			
Hotel Royal Poinciana	Florida East Coast Hotel Co.	5.00 and up	
The Breakers (formerly The Ran)	Florida East Coast Hotel Co.	4.00 and up	
The Hyderus	E. R. Jenkins	2.50	Special.
Belmore Cottage	Mrs. R. B. Moore	2.00	12.00
Palm Beach Hotel	Chas. A. Stone	2.00	20.00
PORT ORANGE, FLA.			
Port Orange House	E. A. Brohm	2.00	9.00
Hardeman's	Mrs. Hardeman	1.50	5.00
RIVIERA, FLA.			
Hotel Riviera	A. E. Heyser	2.00	10 to 15
ROCKLEDGE, FLA.			
Hotel Indian River		4.00	Special.
Plaza	S. H. Peck	2.50	Special.
New Rockledge	H. P. Sharee & Son	2.50	Special.
White Cottage	J. J. White	1.50	7.00 to 10.00
ROSELAND, FLA.			
Ereildoune Inn	Lawrence C. Moore	3.00	20.00
ST. AUGUSTINE, FLA.			
Ponce de Leon	Florida East Coast Hotel Co.	5.00 and up	
Alcazar	Florida East Coast Hotel Co.	4.00 and up	
Cordova	Florida East Coast Hotel Co.	Rooms only.	
Magnolia	Palmer & McDowell	3.00	Special.
St. George	Mrs. Tyler	2.50	Special.
Florida	F. C. Hayden	2.00 to 3.00	Special.
Buckingham	Geo. C. Howe	2.50	Special.
Granada	H. Waechsbewem	2.50	Special.
Barcelona	Miss Hasselline	2.00	10.00
Valencia	Mrs. Mary Frazier	2.50	Special.
Algonquin		2.00	Special.
Ocean View		2.50	Special.
Craddock House	Mrs. J. E. Craddock	2.00	Special.
Argyle	Mrs. Atwood	1.50 and up	
La Fonda	Mrs. Rumley	1.50	Special.
The Nelligan	Mrs. H. Nelligan	1.50	7.00
La Borde	S. W. Cole		
Palmetto	J. S. Bentley	1.50	7.00
The Abbey			
Spear Mansion	Mrs. A. R. Spencer	2.00	Special by week.
Trahan House	W. M. Trahan	2.00	Special by week.
Plaza Hotel	B. D. Sanchez	.50	Rooms only.
Lynn's Arcade	J. H. Lynn & Co.	2.00	Special.
Allen House	Mrs. Dan Allen	1.50	Special.
Munson House	F. Munson	1.50	Special.
SANFORD, FLA.			
Sanford House		3.00 to 5.00	Special.
The Wilson	H. H. Marks	2.00 to 3.00	Special.
Pico Restaurant	Mrs. Tucarch	1.00 to 2.50	Special.
Gate City House	Mrs. A. J. Granger	1.00 to 2.00	Special.
SAN MATEO, FLA.		.50	
Idlewild	J. S. Rowley	2.00	6.00
William's	E. J. Williams	1.00	6.00
Boarding House	J. D. Gray	1.50	6.00
Boarding House	C. A. Bailey	1.50	6.00
SEABREEZE (see Daytona).			
SEBASTIAN, FLA.			
Palm House	S. Ketchling	2.00	10.00
Morrow House	Mrs. J. Morrow	2.00	8.00
STUART, FLA.			
Ketchling's	B. Ketchling	1.50	7.00
Boarding House	J. S. Danforth		
TITUSVILLE, FLA.			
Indian River Hotel	J. T. Rust	2.50	10.00
Gray's Cottage	Mrs. Gray	1.50	7.00
Gould's	Mrs. Gould	1.00	5.00
Bankright's	C. Bankright	1.00	5.00
WEST JUPITER.			
Carlin House	Mrs. M. M. Carlin	2.00	10.00
WEST PALM BEACH.			
The Palms	J. C. Stowers	2.00	10 to 18
The Seminole	Geo. Zapf	2.00	12 to 15
Earman House	Mrs. S. F. Earman	2.00	10 to 12
The Leamington	Mrs. Madison	2.00 to 2.50	Special.
Boarding House	L. D. Lockwood	2.50	Special.
Boarding House	H. T. Grant	2.00	8.00 and up.

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Florida East Coast Railway,
J. E. INGRAHAM, 3d Vice President,
ST. AUGUSTINE, FLA.

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EAST COAST OF FLORIDA

HOTEL LIST AND INFORMATION FOLDER

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Florida East Coast Railway.

J. D. RAHNER, Assistant General Passenger Agent,

J. R. PARROTT, Vice-President and General Manager,

J. P. BECKWITH, Traffic Manager,

ST. AUGUSTINE, FLA.

THE MATTHEWS-NORTHRUP CO., BUFFALO, N. Y.